

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, a small part of this project near US 220 (I-73/74) is within the targeted local watershed. This facility also crosses one river and has one rail crossing. The rail line is operated by Norfolk Southern and the bridge (#173) crosses the Little River is rated as structurally deficient.

Relationship to Land Use Plans

This section of US 64 is heavily developed, consisting primarily of businesses, retail developments, service establishments and commercial enterprises. The 2009 Randolph County Growth Management Plan indicates an influx of both urban and suburban residential growth in the project area. The residential growth is anticipated to spread outwards from the core of Asheboro to the northern, western, and eastern boundaries of Randolph County. The future interstate highway corridor (I-73/74) along the current routing of US 220 and the proposed Asheboro Southern Bypass (TIP Project R-2536) will change land use patterns in the southern part of the county by attracting high intensity uses (retail and employment) at major intersections.

The US 64 project area falls into the Primary and Municipal Growth Management Areas, as identified in the 2009 Randolph County Growth Management Plan. Mixed high density urban growth that will include residential, commercial, and industrial development is anticipated in these areas.

Linkages to Other Plans and Proposed Project History

The improvement proposal for US 64 (Dixie Drive) directly connects with improvements for the proposed Asheboro Southern Bypass (R-2536), US 64 (R-2220), and NC 49 (R-2535).

In 2005, NCDOT conducted a corridor study (US 64 – NC 49 Corridor Study) to evaluate the transportation, safety, mobility, and land use decisions between Raleigh and Charlotte/ Mocksville. The Department coordinated with the Piedmont Triad Rural Planning Organization (RPO) and the City of Asheboro. The 2005 US 64 – NC 49 Corridor study can be viewed at the following website: <http://www.ncdot.org/projects/us64phase1/>.

In 2007-2008 NCDOT, in partnership with the City of Asheboro, Randolph County, and the Piedmont Triad RPO, did a more in depth study of US 46 – NC 49 from East Presnell Street to I-73/US 220 Bypass. This study evaluated the purpose and functionality of the US 64 corridor and developed a concise set of recommendations that enhance mobility, improve safety, and preserve the economic vitality along the corridor. The corridor study report can be viewed at the following website: <http://www.ncdot.org/doh/preconstruct/tpb/SHC/studies/US64/Report/asheboro.html>.

This project has not been identified in any previous transportation plan.

Multi-modal Considerations

The CTP includes recommendations for pedestrian and public transportation facilities throughout the study area. PART anticipates providing fixed route bus services along this corridor from US 220 Business to NC 42. This is part of the proposed circulator route that would tie into existing service routes. Sidewalks are also recommended along this facility from I-73/74 (US 220 Bypass) to the Randolph Mall (located immediately east of NC 42).